

Amendments to the Specification:

Please replace paragraph [1] with the following amended paragraph:

[1] ~~This application claims the benefit of U.S. Provisional Application No. 60/451,503 filed March 3, 2003, which is hereby incorporated herein by reference.~~

Foreign Application Priority Data

<u>Aug 23, 1988[AU]</u>	<u>PI9983</u>
<u>Current U.S. Class:</u>	<u>220/6; 220/1.5</u>
<u>Intern'l Class:</u>	<u>B65D 007/26</u>
<u>Field of Search:</u>	<u>220/6,1.5,4.28</u>

References Cited [Referenced By]

<u>U.S. Patent Documents</u>			
<u>3570698</u>	<u>Mar., 1971</u>	<u>Dougherty</u>	<u>220/1.</u>
<u>3602388</u>	<u>Aug., 1971</u>	<u>Hurkamp</u>	<u>220/6.</u>
<u>3684122</u>	<u>Aug., 1972</u>	<u>Bonomi</u>	<u>220/1.</u>
<u>4088238</u>	<u>May., 1978</u>	<u>Berwald et al.</u>	<u>220/1.</u>
<u>4214669</u>	<u>Jul., 1980</u>	<u>McQuiston</u>	<u>220/6.</u>
<u>4360115</u>	<u>Nov., 1982</u>	<u>Saunders</u>	<u>220/1.</u>
<u>4577772</u>	<u>Mar., 1986</u>	<u>Bigliardi</u>	<u>220/6.</u>
<u>4848613</u>	<u>Jul., 1989</u>	<u>Yuan et al.</u>	<u>220/1.</u>
<u>4858779</u>	<u>Aug., 1989</u>	<u>Zimmerlund</u>	<u>220/6.</u>
<u>5190179</u>	<u>Mar., 1993</u>	<u>Richter et al</u>	<u>220/6.</u>

Please replace paragraph [3] with the following amended paragraph:

[3] Trades among different continents create the need for the empty cargo container repositioning. Take the trade between North America and Asia as an example; cargo containers are fully loaded with goods manufactured in Asia when transported from Asia to North America; however, most of those cargo containers are empty when transported

from North America back to Asia. The empty cargo container repositioning is fairly costly because it involves similar operations as the loaded one during its transportation from one location to another. Therefore, it is in the logistics industry's interest to have a container, which can be disassembled into component parts, the component parts can be converted to cargo during its empty repositioning. To this end, many forms of collapsible containers have been proposed in the past, and a selection of the most pertinent prior art is embodied in the following patent specifications: U.S. Pat. No. 3398850, U.S. Pat. No. 3529741, U.S. Pat. No. 3570698, U.S. Pat. No. 3765556, U.S. Pat. No. 3796342, U.S. Pat. No. 4177907, U.S. Pat. No. 4214669, U.S. Pat. No. 4388995, U.S. Pat. No. 4577772, U.S. Pat. No. 5190179 and AU-A-68129/87.

Please replace paragraph [4] with the following amended paragraph:

[4] ~~The collapsible cargo container is designed to reduce the empty cargo container repositioning by converting a collapsible cargo container itself into cargo to be shipped during the empty cargo container repositioning; therefore, this characteristic of the invention will become apparent in light of the present specification, including claims, and drawings.~~ For the logistics industry to accept a collapsible container, however, a container structure must be proved to be sound; the container disassembling and assembling process has to be simple and can be automated easily; the empty container repositioning reduction has to be effective. All those prior art containers are consisted of too many component parts, as a result, the containers could not meet the rigid structure requirement. Furthermore, all those prior art containers entirely overlooked the disassembling and assembling process automation which is an important key for a collapsible container acceptance. That is why there is no collapsible container has been endorsed by the logistics industry so far.

Please replace paragraph [5] with the following amended paragraph:

[5] The present invention designs a collapsible cargo container consisting of six component frame panels; the six component frame panels are a floor frame panel, a ceiling frame panel, two identical front and back frame panels, a right frame panel where

the doors located and a left frame panel. Through connectors attached to each component frame panel, the collapsible cargo container can be effectively disassembled and assembled. During empty cargo container repositioning, each empty collapsible cargo container is disassembled into six component frame panels, and the component frame panels ~~from collapsible cargo containers~~ are loaded into shipping collapsible cargo containers, then shipped to a destination. After the shipping collapsible cargo containers ~~containing disassembled component frame panels~~ arrive at the destination, the disassembled component frame panels will remain in the shipping collapsible cargo containers until needed. ~~Compared to the traditional cargo container, the collapsible cargo container has an unique feature, i.e. it can be shipped as cargo, therefore, it can reduce the empty cargo container repositioning cost. Since a disassembled collapsible cargo container will remain to be disassemble until needed, it will also reduce the space demand in container yards. Furthermore, disassembled 20-foot collapsible cargo container panels can be connected through special connectors to form equivalent disassemble 40-foot collapsible cargo container panels, then loaded into 40-foot collapsible cargo containers as cargo to increase the empty cargo container repositioning efficiency.~~

Please replace paragraph [223] with the following amended paragraph:

[223] ~~A special lifting device~~ machinery that is capable of holding and lifting, and positioning ~~the collapsible cargo container frame panels will be used during the disassembling~~ to automate the collapsible cargo container disassembling, assembling, loading, and unloading process. 40-foot collapsible cargo containers are disassembled and loaded into a 40-foot collapsible cargo container as shown in FIG. 1A. 40-foot high cube collapsible cargo containers are disassembled and loaded into a 40-foot high cube collapsible cargo container as shown in FIG. 1B. 20-foot collapsible cargo containers are disassembled, connected as 40-foot equivalent (show in FIG. 49C and FIG. 51C) and loaded into a 40-foot collapsible cargo container as shown in FIG. 1C. 20-foot high cube collapsible cargo containers are disassembled, connected as 40-foot equivalent(show in FIG. 49D and FIG. 51D) and loaded into a 40-foot collapsible cargo container as shown in FIG. 1D.

Please replace paragraph [228] with the following amended paragraph:

[228] Compared to ~~the traditional~~ all those prior art cargo containers, the collapsible cargo container ~~has a new unique feature, i.e. it can be shipped as cargo, thereby significantly reducing the empty cargo container repositioning cost. It will also significantly reduce the space demand in container yards due to the fact that the disassembled collapsible cargo containers will remain in "shipping collapsible cargo container" until needed.~~ is simply consisted of six component frame panels; consequently the collapsible cargo container dissembling and assembling processes could be easily automated. Through special connectors, connect two 20-foot floor/ceiling frame panels into a 40-foot equivalent frame panel, load these 40-foot equivalent frame panels into 40-foot collapsible cargo container, it further reduces the empty collapsible cargo container repositioning cost. Furthermore, in the next structure analysis section, the analysis result shows (1) a 40-foot high cube collapsible cargo container can stand up load on its top which is 82 times of the container maximum gross weight, (2) loaded with 1.5 time container maximum weight (100,000LB), a 40-foot high cube collapsible cargo container maximum displacement in the floor longitudinal beams is just 0.584cm, the collapsible cargo container structure is proved to be as rigid as a traditional container.

2. The collapsible cargo container ~~frame panel~~ structure analysis

2.1 Overview

Please replace paragraph [229] with the following amended paragraph:

[229] JIFEX developed by Dalian University of Technology, is software providing the analysis and optimization of general finite elements, which is similar to ANSYS and NASTRAN. Dr. Guozhong Zhao, a Ph.D. in Engineering Mechanics, has used JIFEX to conduct the collapsible cargo container ~~frame panel~~ structure analysis, provided the structure analysis ~~datum~~ result including deformation and stress graphs. The analysis result proves that datum indicate the collapsible cargo container has a frame panel is very

rigid and reliable ~~sound~~ structure, which meets all cargo container requirements from the logistics industry.

Please replace paragraph [297] with the following amended paragraph:

[297] The present invention, the collapsible cargo container consisting of component frame panels, is directed to the empty cargo container repositioning in the logistics industry. The empty cargo container repositioning involves operations similar to the loaded one during its transportation from one location to another; therefore is costly. ~~The collapsible cargo container is designed to reduce the empty cargo container repositioning by converting the collapsible cargo container itself into cargo to be shipped during the empty cargo container repositioning; thereby reducing the empty cargo container repositioning costs. Another benefit of the present invention is directed to reduce the space demand in container yard by storing the collapsible cargo container frame panels in the disassembled state until needed.~~ A collapsible cargo container is consisted of six component frame panels. Through a machinery that is capable of holding, lifting, moving and positioning collapsible cargo container component frame panels, the collapsible cargo container can be effectively dissembled and assembled during the course of the empty collapsible cargo container repositioning. Disassembled 20-foot collapsible cargo container panels can be connected through special connectors to form 40 foot equivalent disassembled collapsible cargo container panels, then loaded into 40-foot collapsible cargo containers as cargo to reduce the empty cargo container repositioning more efficiently.